

# Sweetwater



Bonita Road near the  
Community Church



Corral Canyon Road



Sweetwater Road, facing  
Willow Street

## Overview

Two main issues affected road network planning for the Sweetwater planning area. (1) The effects of through traffic from neighboring jurisdictions, and (2) regional facilities located within a primarily built out community. Sweetwater's regional attractions include a large medical facility, two golf courses, a County Park, and a regional shopping center. Furthermore, the planning area is surrounded by regional roadways such as State Route 54, Interstate 805, and the soon-to-be-complete State Route 125. GP2020 tests show that State Route 125 will alleviate congestion in the eastern, more semi-rural portion of the planning area.

The proposed CE network for Sweetwater retains two, four-lane road classifications within the western portion of the community. These roads are needed to accommodate traffic generated by the community's regional facilities and to provide a network that is consistent with road classifications or planned construction within National City and Chula Vista.

As a compromise with the community, staff recommends that most of Sweetwater Road, Briarwood Road and other roads in the eastern portion of the planning area be downgraded to two lanes. Road improvements, such as medians or dedicated turn lanes, can be used to improve traffic flow in this area without widening roads to four lanes.

## Planning Group Preferences

The planning group believes the majority of the traffic in Sweetwater is caused by through traffic from neighboring jurisdictions. Their preference is to downgrade all roadways, and maintain a lower level of service throughout the planning area to discourage through traffic. The planning group does not want to widen existing road-ways, many of which are currently classified as four-lanes. Initially, the planning group voiced a preference for road types with raised medians, which offer a higher capacity, but changed their decision at the most recent planning group meeting. The group also wants to identify Sweetwater Road as a scenic roadway.

**Key Issues***Caltrans Interchanges*

The interchange at Interstate 805 and Bonita road was identified for future improvement. Test results indicate that queuing occurs and creates LOS E and F in this area. Additionally, the City of Chula Vista has plans to increase commercial uses along the north and east ends of Bonita Road and Plaza Bonita Road, which will bring additional traffic to the area. Improved interchange flow will help alleviate existing and future congestion.

*Environmental Issues*

The Sweetwater River bisects the community, and was developed with golf courses and parks within the floodplain. When coupled with slopes on both sides of the river, this land use configuration and the subsequent development that grew around it restricts the ability to create alternate routes within the community to alleviate congested roads.

*Community Character*

Sweetwater contains two historic communities, Bonita and Sunnyside through which eight existing Circulation Element roads traverse. Low density residential and equestrian uses characterize the majority of the eastern portion of the community. Proctor Valley Road is also an historic route, established as a cattle-driving trail in the late 1800's.

*Intra-Jurisdictional Issues*

Tremendous growth in the south county, along with regional attractions within the planning area, led to increased traffic flow in the western portion of the community, especially along Bonita and Sweetwater Roads. In addition, several CE roads flow in and out of Chula Vista. Although State Route 125 will help alleviate trips in the eastern portion of the community, Sweetwater and Chula Vista residents would be affected by reduced road capacity in the western portion of the community.

**Board Alternative Map Network**

A separate Board Alternative network is not recommended for the Sweetwater community.

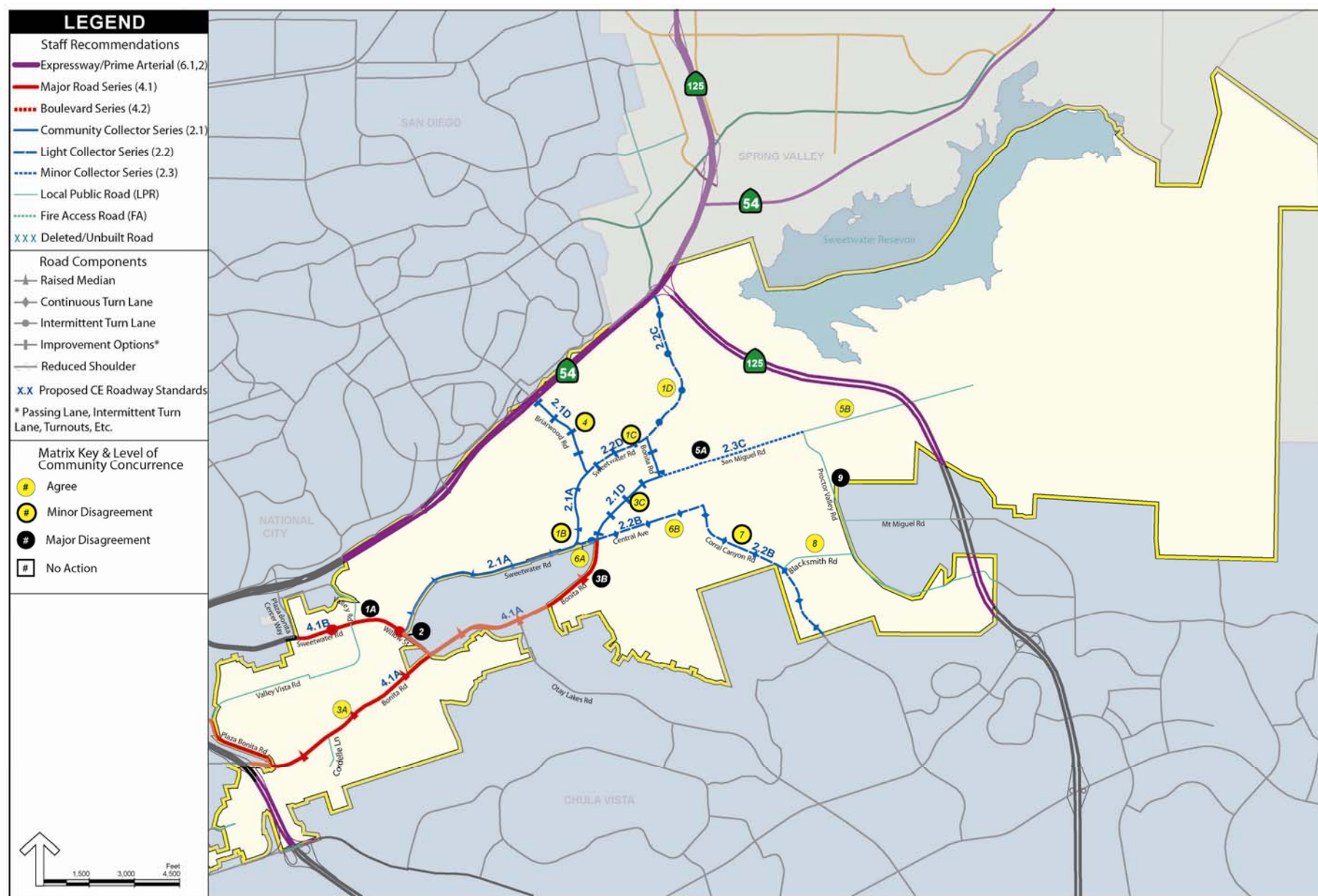
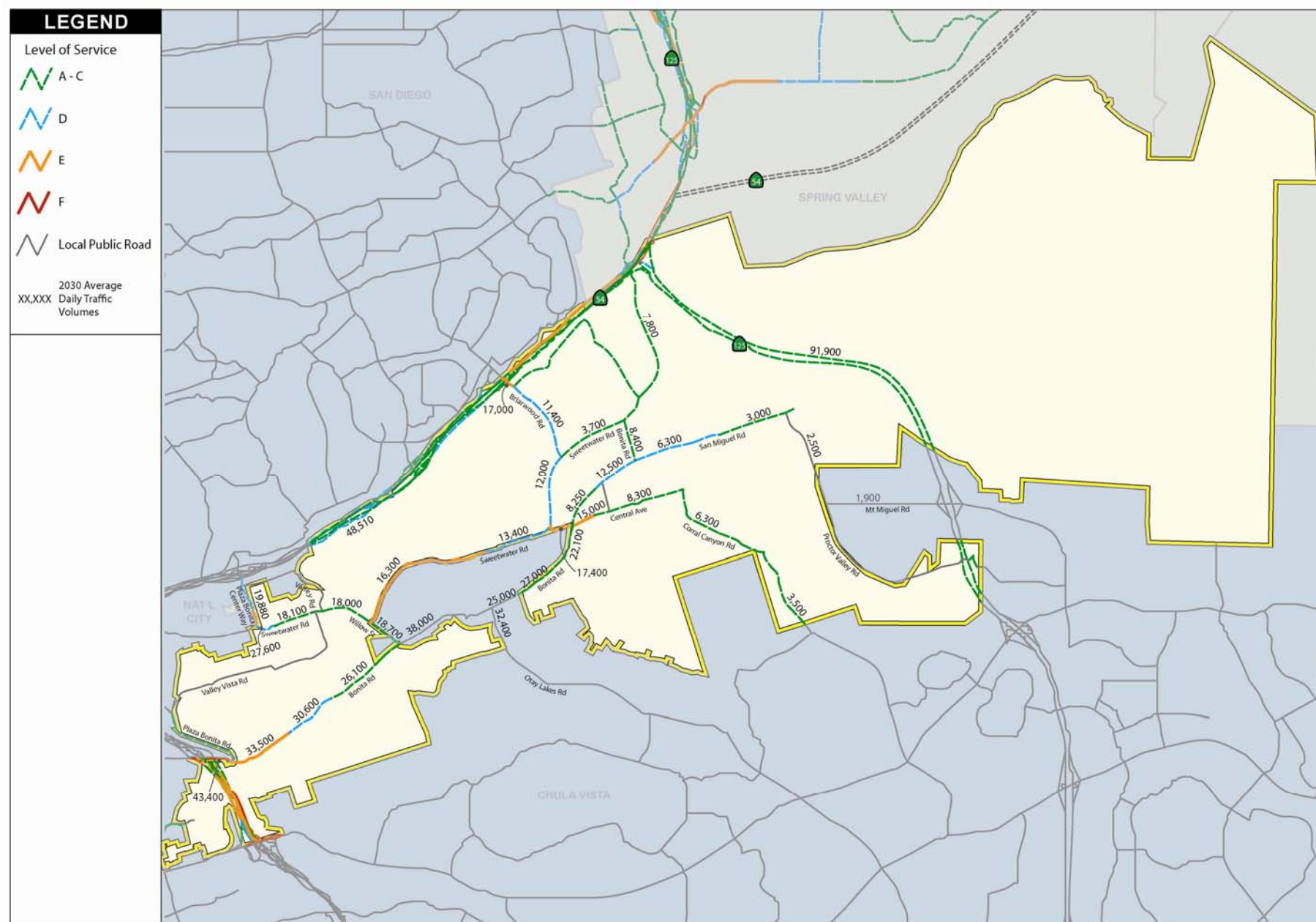


Figure SWT-1: Proposed CE Road Network



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Figure SWT-2: Level of Service and Average Daily Traffic Volumes - Proposed CE Road Network



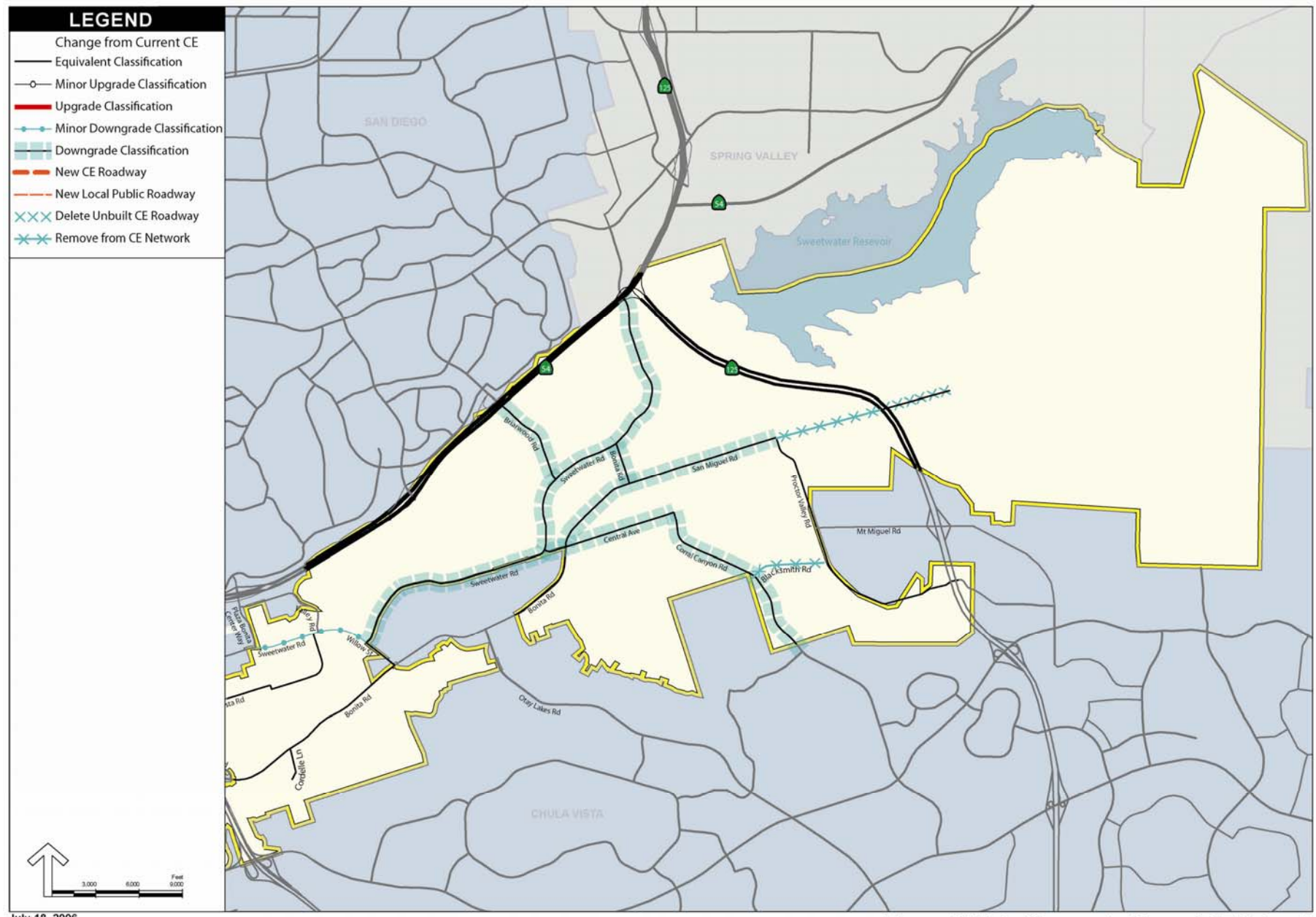
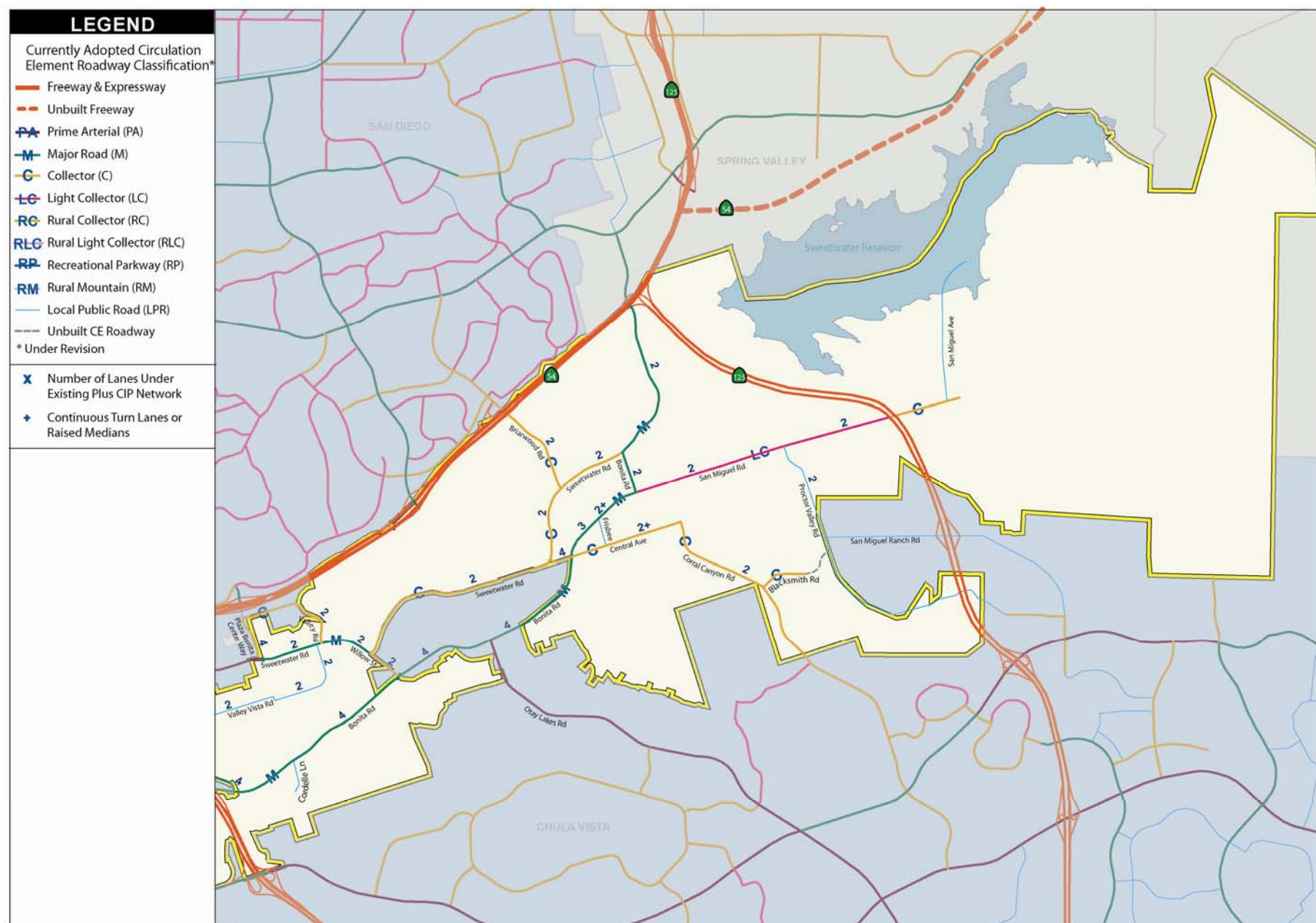


Figure SWT-3: Changes to Current CE Network



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Figure SWT-4: Existing Plus CIP Network

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>1A Sweetwater Road</b></p> <p><u>Segment:</u> Plaza Bonita Center Way to Willow Street</p> <p><u>Existing Condition:</u> 2 lanes + dedicated turn lanes, bike lane (no shoulder)</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Minor Downgrade</b></p> <p>4.1B Major Road with Intermittent Turn Lanes (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p><b>Downgrade Classification</b></p> <p>2.1A Community Collector with Raised Median (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Increased capacity is required to alleviate the failing segment of roadway.</li> <li>• <i>Support Land Use Goals / Intrajurisdictional Connectivity</i> – The proposed road will provide better access to existing residential communities and to a regional retail center. It will also maintain a consistent road pattern between National City and Chula Vista, and is consistent with the planned Willow street bridge improvements (in Chula Vista).</li> </ul>
<p><b>1B Sweetwater Road</b></p> <p><u>Segment:</u> Willow Street to Briarwood Road</p> <p><u>Existing Condition:</u> 2 lanes + intermittent median or turn lanes, bike lane (no shoulder)</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.1A Community Collector with Raised Median (2+ lanes)</p> <p><i>CPG Preference:</i></p> <p><b>Downgrade Classification</b></p> <p>2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)</p> <p><i>Previous Preference (10.4.06)</i></p> <p>2.1A Community Collector with Raised Median (2+ lanes)</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Proposed classification will operate at LOS D and E. A raised median will provide additional road capacity.</li> <li>• <i>Support Land Use Goals</i> – The proposed road will enhance residential and recreational uses.</li> <li>• <i>Build Community Consensus</i> – Consistent with initial community preference.</li> </ul> <p><b>Note: Portions of this roadway will operate at LOS E; however a parallel route (Bonita Road) will supply additional capacity.</b></p>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>1C Sweetwater Road</b> <u>Segment:</u> Briarwood Road to Bonita Road <u>Existing Condition:</u> 2 lanes, bike lane <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2D Light Collector with Improvement Options (2+ lanes) <i>Improvement: Intermittent Turn Lane</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Proposed classification will operate at LOS A-C.</li> <li><i>Appropriate road type</i> – Retaining a wider ROW will provide a consistent network connection with Bonita and Briarwood Roads.</li> </ul>
<b>1D Sweetwater Road</b> <u>Segment:</u> Bonita Road to boundary with Spring Valley <u>Existing Condition:</u> 2 lanes, bike lane <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2C Light Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Proposed classification will operate at LOS A-C.</li> </ul>
<b>2 Willow Street</b> <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 2 lanes <u>Current Classification:</u> Major Road (4+ lanes)	<b>Minor Downgrade</b> 4.1B Major Road with Intermittent Turn Lanes (4+ lanes)  <i>CPG Preference:</i> <b>Downgrade Classification</b> 2.1C Community Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Proposed classification will operate at LOS A-C, without upgrade road will operate at LOS F.</li> <li><i>Intrajurisdictional Issues</i> – Proposed classification is consistent with the City of Chula Vista project to widen the bridge to 4 lanes. Approximately 140' of Willow Street is maintained by the County prior to the intersection with Sweetwater Road.</li> </ul>



CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>3A Bonita Road</b></p> <p><u>Segment:</u> Western segment, from boundary near I-805 to intersection with Willow Street (Chula Vista boundary)</p> <p><u>Existing Condition:</u> 4 lane road + CTL, bike lane</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Equivalent Classification</b></p> <p>4.1A Major Road with Raised Median (4+ lanes)</p> <p><i>Include improvements for I-805 Interchange</i></p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – A short segment of the road will operate at LOS E near the intersection of Plaza Bonita Road.</li> <li><i>Community Consensus</i> – Strong preference to implement improvements at the interchange with Interstate 805 to alleviate queuing.</li> </ul> <p><b>Note: Caltrans coordination needed for interchange at Interstate 805.</b></p>
<p><b>3B Bonita Road</b></p> <p><u>Segment:</u> Chula Vista boundary near Otay Lakes Road to Central Avenue</p> <p><u>Existing Condition:</u> 2 lanes + intermittent turn lane, bike lane, (2) signal lights</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Equivalent Classification</b></p> <p>4.1A Major Road with Raised Median (4+ lanes)</p> <p><i>CPG Preference:</i></p> <p><b>Downgrade Classification</b></p> <p>2.1A Community Collector with Raised Median (2+ lanes)</p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – This segment will operate at LOS A-C with proposed classification.</li> <li><i>Land Use / Appropriate Road Type</i> – This segment of roadway serves existing commercial as well as residential land uses. Increased capacity will ensure safe and efficient traffic flow.</li> <li><i>Intrajurisdictional Connectivity</i> – Proposed road type is consistent with Bonita Road as it traverses the City of Chula Vista into the County.</li> </ul>
<p><b>3C Bonita Road</b></p> <p><u>Segment:</u> Central Avenue to Sweetwater Road</p> <p><u>Existing Condition:</u> Existing condition: 2 south lanes and 1 north lane (prior to Frisbee) narrowing to 2 lanes. Bridge improved to 4 lanes narrowing to 2 lanes.</p> <p><u>Current Classification:</u> Major Road (4+ lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.1D Community Collector with Road Improvement Options (2+ lanes)</p> <p><i>Improvement: Raised Median</i></p>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – This segment of road will operate at an acceptable level of service with the proposed classification. A raised median is required to provide adequate road capacity.</li> <li><i>Appropriate road type</i> – Retaining a wider ROW will provide a consistent network connection with Sweetwater and Briarwood Roads.</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>4 Briarwood Road</b></p> <p><u>Segment:</u> Entire Segment</p> <p><u>Existing Condition:</u> 2 lanes with median and dedicated turn lanes, bike lane</p> <p><u>Current Classification:</u> Collector Road (4 lanes)</p>	<p><b>Downgrade Classification</b></p> <p>2.1D Community Collector with Improvement Options (2+ lanes)</p> <p><i>Improvement: Raised Median</i></p> <p><i>Move existing equestrian trails from median to parkway (edge of road)</i></p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Proposed road will operate at an acceptable level of service.</li> <li>• <i>Community Consensus</i> – Community expressed a preference for raised medians.</li> <li>• <i>Appropriate road type</i> – Maintain multi-modal opportunities by moving existing equestrian trails from median to the parkway. Retaining the wider ROW will provide a consistent network connection with Sweetwater and Bonita Roads.</li> </ul>
<p><b>5A San Miguel Road</b></p> <p><u>Segment:</u> Bonita Road to Proctor Valley Road</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Portion Light Collector (2 lanes) and Collector Road (4 lanes)</p>	<p><b>Minor Downgrade</b></p> <p>2.3C Minor Collector (2 lanes)</p> <p><i>CPG Preference:</i></p> <p><b>Downgrade Classification</b></p> <p>Local Public Road</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – This road requires a CE classification due to existing and forecast traffic volumes which exceed 4500 ADT's.</li> <li>• <i>Land Use / Appropriate road type</i> – Appropriate for residential area with parcels that have immediate access to the roadway. Also supports existing land uses, including ball field and regional camping/fishing facility at reservoir.</li> </ul>
<p><b>5B San Miguel Road</b></p> <p><u>Segment:</u> Proctor Valley Road to San Miguel Avenue</p> <p><u>Existing Condition:</u> 2 lanes</p> <p><u>Current Classification:</u> Light Collector (2 lanes) / Collector Road (4 lanes)</p>	<p><b>Delete from CE</b></p> <p>Map as Local Public Road</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Traffic volumes are lower than required for a CE classification, and it will operate sufficiently as a local public road.</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<b>6A Central Avenue</b> <u>Segment:</u> Sweetwater Road to Bonita Road (Bridge portion) <u>Existing Condition:</u> 2 lanes with dedicated turn lane, bike lane/equestrian trail <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2C Light Collector with Intermittent Turn Lane (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – Although a 4-lane road is needed, an alternate route is available via Bonita Road (parallel bridge to the east) which has already been improved and can accommodate more trips.</li> <li><i>Minimize Costs / Environmental Impacts</i> – This bridge traverses the Sweetwater River and widening would be very expensive.</li> </ul>
<b>6B Central Avenue</b> <u>Segment:</u> Bonita Road to Corral Canyon Road <u>Existing Condition:</u> 2 lanes with median, dedicated turn lane, bike lane <u>Current Classification:</u> Collector Road (4 lanes)	<b>Downgrade Classification</b> 2.2B Light Collector with Continuous Turn Lane (2+ lanes) <i>Implement Traffic Calming on this segment of road</i>	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – This road will operate at LOS A-C with the proposed classification.</li> </ul>
<b>7 Corral Canyon</b> <u>Segment:</u> Entire Segment <u>Existing Condition:</u> 2 lanes with median and dedicated turn lanes, bike lane, traffic calming <u>Current Classification:</u> Collector Road (4 lanes), Light Collector (2 lanes)	<b>Downgrade Classification / Minor Upgrade</b> 2.2B Light Collector with Continuous Turn Lane (2+ lanes)  <i>CPG Preference:</i> <b>Downgrade Classification / Minor Downgrade</b> 2.3B Minor Collector with Intermittent Turn Lanes (2+ lanes)	<ul style="list-style-type: none"> <li><i>Road Capacity</i> – This road will operate at LOS A-C with proposed classification.</li> </ul>

CE Road Segment	Road Network Recommendations	Basis for Staff Recommendation
<p><b>8     Blacksmith Road</b></p> <p><u>Segment</u>: Entire Segment</p> <p><u>Existing Condition</u>: 2 lanes with median</p> <p><u>Current Classification</u>: Collector Road (4 lanes)</p>	<p><b>Delete from CE</b></p> <p>Map as Local Public Road</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – Low residential traffic volumes do not warrant a CE road classification. (Originally intended to connect with State Route 125, this segment is a dead-end residential road.)</li> </ul>
<p><b>9     Proctor Valley Road</b></p> <p><u>Segment</u>: Entire Segment</p> <p><u>Existing Condition</u>: 2 lanes, portion unimproved</p> <p><u>Current Classification</u>: Local Public Road</p>	<p><b>Equivalent Classification</b></p> <p>Local Public Road</p> <p><i>Road vacation application rejected by DPW.</i></p> <p><i>CPG Preference:</i></p> <p>Close to through traffic</p> <p><i>Road Vacation Application Submitted to DPW</i></p> <p>Cul-de-sac road in 3 locations</p>	<ul style="list-style-type: none"> <li>• <i>Road Capacity</i> – This road will operate at LOS A-C as a local public road.</li> <li>• <i>Maximize traffic Movement</i> – Proposed road vacation was rejected by DPW. Provides local resident's an alternate access to State Route 125 and the City of Chula Vista.</li> <li>• <i>Intrajurisdictional Issue</i> – A large segment of Proctor Valley Road is located within the City of Chula Vista. A 2-lane road is planned as part of the San Miguel Ranch development.</li> </ul>